

Authority (NORA). His professional affiliations include: International Business Fellow, London Business School, Member Black/Jewish ADL Delegation to Israel, Life Member NAACP Member, Blue Key Honor Society, Advisory Board Unity Temple, and Omega Psi Phi Fraternity, Inc. (Former National Officer).

Honors and awards to Tucker include: Heroism in Race Relations 2003—Presented by the Mayor's Office to Commemorate the Peaceful Resolution of the 1970 Confrontation between the Black Panther Party and the New Orleans Police Department; Citizen Hero Award 1994—Presented by Victims & Citizens Against Crime for Actions in Confronting an Armed Convicted Felon; First Citizen of the Learning Society for 1993—University of New Orleans Metropolitan College Dean's Award; Who's Who Among Black Americans; Who's Who in American Colleges and Universities; U.S. Small Business Administration Minority Small Businessperson of the Year—State of Louisiana; Entrepreneur Role Model of the Year, Young Leadership Council; Governor's 1990 Pacesetter Award; Louisiana 1990 Minority Businessperson of the Year; Outstanding Community Service—Kiwanis International, 1983; and Outstanding Man of the Year—New Orleans Jaycees, 1971.

I am so blessed and grateful to have known this phenomenal man, a real Trailblazer and Leader, my true friend.

RECOGNIZING AFRICAN AMERICAN  
RAILROAD WORKERS AT THE  
MINNESOTA TRANSPORTATION  
MUSEUM

**HON. BETTY McCOLLUM**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, March 9, 2023*

Ms. McCOLLUM. Mr. Speaker, I rise today to recognize the history of Minnesota's African American railroad workers ahead of the new exhibit at the Minnesota Transportation Museum titled, "Twin Tracks: African American Railroad Workers, 1919–1941" curated by Marvin Anderson of Saint Paul, Minnesota, whose own grandfather worked as a Pullman porter. The exhibit will accurately highlight the crucial role that African American workers played in operating the early railroads by recounting the struggles and triumphs that they endured.

The headquarters of three transcontinental railways constructed in the 1880s were located in the Twin Cities area. In the early 1900s, too many businesses were still refusing to hire African Americans. However, the Pullman Company, a large railway car manufacturer, quickly became the largest private employer of Black men in the nation. Working for the railroad offered young black men in St. Paul an opportunity to make a reasonable wage for the time, although it included difficult and dangerous working conditions. It also provided them with the unique opportunity to travel the country.

These men were referred to as Red Caps, named for the red cap that was part of the uniform that they wore. Their job was to greet passengers and help carry luggage to the train. Working mostly for tips, the Red Caps were known for their friendliness and extensive knowledge of the city that they worked.

Red Caps were largely responsible for enhancing the very positive reputation of the Union Depot in St. Paul, Minnesota. Today at the restored Union Depot, there is a room named in honor of the Red Caps who worked there for more than 70 years.

Another job made available for black men at the time was to be a porter. They were referred to as Pullman porters, named after the owner of the rail company, George Pullman. Often these porters were expected to answer just to "George" regardless of their own name. This is one example of the racism and discrimination that these workers endured, a relic of slavery when slaves were called by the name of their master. Pullman porters often worked up to 20 hours a day without rest tending to the needs of passengers. These needs ranged from serving food and beverages from dining cars, tending to their clothing and bedding and shining shoes.

Red Caps and Porters were an important part of their communities. They were greatly respected, and many were leaders in the historic Rondo community of Saint Paul. Make no mistake, their work was vital to the success of the railroads and to the economic development of St. Paul and greater Minnesota, even though they faced difficult conditions and often dehumanizing treatment from their employers and at times, passengers. Mr. Speaker, please join me in congratulating Marvin Anderson's work paying tribute to the African American railroad workers on display at the Minnesota Transportation Museum.

RECOGNIZING ALVIN PERLMUTTER

**HON. JERROLD NADLER**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Thursday, March 9, 2023*

Mr. NADLER. Mr. Speaker, I rise today to honor one of my esteemed constituents, Alvin Perlmutter.

Alvin is the Executive Producer and Director of the Independent Production Fund, and President of Alvin H. Perlmutter, Inc. and has produced highly acclaimed informational programming for over fifty years. Prior to forming his own company, Mr. Perlmutter served as NBC News Vice President where he was responsible for all network documentaries and news magazine programs, and earlier as Director of Public Affairs Programming and Program Manager of WNBC-TV, New York.

Born and raised in Poughkeepsie, New York, he attended Colgate University and graduated from Syracuse University. Early in his career he was a radio newscaster before serving as Radio-TV Officer in the U.S. 1st Army coordinating with major broadcast networks in the Eastern U.S.

Mr. Perlmutter has received numerous awards including six Emmys for *The Great American Dream Machine*, *Adam Smith's Money World*, and *Joseph Campbell and the Power of Myth* with Bill Moyers; the Peabody Award for *The Public Mind* with Bill Moyers; and five Ace Awards for excellence in programming on cable television for *Consumer Reports Presents*, *Everything You Want to Know About Smoking* and *Money Matters*.

Mr. Perlmutter originated more than 150 documentaries ranging from investigative to social to cultural issues for National Edu-

cational Television (NET) including: *NET Journal*, *Assignment America*, *Black Journal*, *The Drinking American*, *Speak out on Drugs*, *China from Mao to Mastercard* and several art specials from Europe, Russia and the Far East. These documentaries have included: *The Constitution in Crisis*, *The Creative Spirit*, *Great Tales in Asian Art*, *The Public Mind*, *Whose Death is it Anyway?*, *The Emperor's Eye: Art and Power in Imperial China* and *The Priceless Treasures of Dresden*.

He is a former National Trustee of the National Academy of Television Arts and Sciences and a past Governor of the Academy's New York Chapter. He also served as a member of the Overseas Press Club of America and chairman of the board of both the Washington-based Citizens for Independent Public Broadcasting and the Anti-Defamation League Dore Schary Awards Committee. He was a member of the board of directors of the New York Open Center, the Rockland Center for the Arts, was Chairman of the Board of Advisors of CUNY-TV, the City University's Television Station and testified before the U.S. Senate as President of the Public Television Producers Association. He was a member of the State of New York Governors Commission on Judicial Nominations.

TRIBUTE TO COACHELLA VALLEY  
WATER DISTRICT

**HON. KEN CALVERT**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, March 9, 2023*

Mr. CALVERT. Mr. Speaker, I rise today to honor and pay tribute to the longstanding relationship between the Coachella Valley Water District, or CVWD, and the U.S. Bureau of Reclamation. In fact, today, these two agencies are celebrating more than a century of partnership to bring Colorado River water to the southwest United States.

One of CVWD's first actions, after being formed in 1918, was to provide farms with a dependable irrigation water supply by importing water from the Colorado River. In 1919, the CVWD board entered into its first contract with the Bureau under the Kettner Bill to survey possible routes for the All-American Canal. A second contract was made under the Kincaid Act in 1921 to survey the route that would eventually bring Colorado River water into the Coachella Valley. In 1934, CVWD executed a contract with the Bureau to participate in the Boulder Canyon Project, which included the construction of Boulder Dam (now Hoover Dam), the All-American Canal, and the Coachella Branch of the All-American. In 1938—20 years after the formation of CVWD—construction began on the Coachella Branch of the All-American Canal. The first segment of the Coachella Canal opened in 1940. The second segment was delayed by World War II but finished in 1943. The remaining segments were built after World War II, and the project was finally completed in 1948.

The Coachella Valley began receiving Colorado River water in March 1949. Shortly thereafter, CVWD developed plans to build a closed pipe distribution system to deliver imported water to farms. The 500-mile distribution system was completed in 1954. Historically, CVWD and the Bureau have prioritized